



Multimodal Pedestrian Safety

STUDY FOR THE Gila River Indian Community

Technical Advisory Committee Meeting No. 3 Notes

Friday, June 20, 2014

9:00 a.m. -11:30 a.m.

Gila River Indian Community - Executive Ki Thai Conference Room, 291 W. Casa Blanca Rd, Sacaton

MEETING ATTENDEES

Technical Advisory Committee

Barney Bigman, GRIC Department of Land Use Planning and Zoning

Dean Howard, GRIC Department of Land Use Planning and Zoning

Sasha Pachito, GRIC Department of Transportation

Misty Klann, Arizona Department of Transportation – Multimodal Planning Division

Tim Oliver, GRIC Department of Transportation

Doug Hansen, Pinal County

Pam Vega, GRIC Department of Public Works

Alice Chen, Maricopa Association of Governments

Mark Poppe, Arizona Department of Transportation – Phoenix Traffic

Consultant Team:

Mary Rodin, Kimley-Horn

Rebeca Field, Kimley-Horn

MEETING PURPOSE:

The purpose of TAC 3 was to provide an overview of the Working Paper 2 and summarize the proposed improvement projects for the study. The agenda for the meeting was:

- Welcome and Introductions
- Draft Working Paper 2 Overview
- August Public Outreach Plans
- Next TAC Meeting Date and Next Steps

1. WELCOME / INTRODUCTIONS

Barney Bigman welcomed the group and each attendee introduced themselves. Dean Howard offered a prayer to begin the meeting.

2. DRAFT WORKING PAPER 2 OVERVIEW

Mary Rodin handed out hard copies of Draft Working Paper 2 and said that a link to an electronic version of the report would be provided. She asked that comments be provided by the week of July 11th to Mary Rodin at mary.rodin@kimley-horn.com.



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Mary provided an overview of how the projects were developed. Inputs included public outreach, characteristics of the roads, vehicle and pedestrian count data, crash data, review of existing plans and studies, and field reviews. She emphasized that according to the *American Association of State Highway and Transportation Officials (AASHTO) Guide for Planning, Design, and Operation of Pedestrian Facilities*, rural considerations indicate that “while pedestrian activity tends to be limited because of longer travel distances, occasional pedestrian activity will occur and should be accommodated. Even on roadways in completely undeveloped areas that are not intended as pedestrian routes, it is desirable to provide space for walking adjacent to the traveled way for occasional or emergency pedestrian use”.

Mary described how cross sections were developed. Rebeca Field reviewed design standards and typical cross sections. They were developed considering available right-of-way, pedestrian counts, drainage facilities, functional classification, and average daily traffic volumes. Mary reviewed proposed pedestrian safety projects by District.

Some general comments and questions on the typical cross sections and the proposed pedestrian safety improvements were:

- Is the use of “bouncy” playground material an option for pedestrian paths? This material was mentioned at a workshop for the project. The response was that this material is costly, but it can be looked at. This material can be colored, as can other materials such as concrete.
- The use of millings to construct asphalt paths can be a good option if the millings are in good condition.
- If there is a manual for path surfacing, include that in the design references.
- There was a question about which roads are Bureau of Indian Affairs (BIA) roads versus tribal roads. Sasha Pachito commented that all the roads are BIA roads except for some Maricopa County roads on this project.
- There was a comment that reducing road widths (e.g. a road diet) can be used as a traffic calming approach.
- A suggestion was to paint shoulders green to highlight areas for bicyclists.
- Match typical section numbering to the typical section numbering in the Working Paper.
- Standardize symbols for culverts and pipes and how pipe extensions are shown (some are solid blue, some are more transparent). Standardize speed monitor symbols and transit stop / school bus stop symbols.
- Do not show too many high visibility crossings. High visibility crossings must be warranted. Standardize crosswalk symbols on the graphics. Consider more judicious use of crosswalks. Do less in terms of crosswalks, but when you do them, do them “big”.
- Current funding sources are insufficient to do pedestrian improvements under the current Gila River Indian Community Department of Transportation (GRIC DOT) budget. The GRIC DOT does not have available funding to maintain separate paths or additional landscaping.
- Tribal shares are committed for the next five years, and the focus is on maintaining the existing street system. Partnerships must be formed to move some projects forward. Mary commented that the proposed pedestrian improvements represent opportunities as grants or other funding sources become available. A suggestion was to explore funding in conjunction with Tribal capital projects. Other suggestions were to link the projects with the Master Drainage Plan or Tribal Housing grants. There was a question about how the Drainage Master Plan relates to pedestrian improvements.



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- There was a comment that the recommendations need to be very clear on what is and isn't feasible. There was a suggestion to meet with GRIC DOT field staff regarding potential constraints and to do a "reality check". There are some roads that do not have utility or right-of-way easements.
- Add maintenance costs to projects.
- Make sure the projects meet clear zone requirements.

Comments on the pedestrian safety improvements graphics specific to each District were:

District 1

- Show existing street lighting on Squawbush Road.
- Proposed shoulders on Firestation Road could be painted green.

District 2

- Use a consistent symbol for school bus stops and transit stops.
- Existing street lighting is not shown (note – there is no existing street lighting on the study area roads, so the symbol will be removed).

District 3

- Chiadag Street was just paved by GRIC DOT.
- Show a proposed standard crosswalk at the west leg of the intersection of Sacaton Road/Casa Blanca Rd/Pima Street.
- In response to a comment that not all the existing infrastructure is shown, a note will be added to explain that "for clarity existing street lighting and crosswalks are not shown".

District 4

- A street lighting plan is underway in District 4.
- Show standard crosswalks at the Santan Road/ Stotonic Road intersection, not high visibility crosswalks. Also the culvert extension symbol is obscured at this location.

District 5

- Show existing street lighting, or remove the symbol.
- Remove the existing curb designation shown on Eagle Court.

District 6

- The proposed crosswalk on Pecos Road at the Gila Crossing Community School is probably not warranted because that facility is an administration building.
- Some bus stops are being installed on 51st Avenue by Maricopa County.
- Extend the proposed path that is located west and parallel to 51st Avenue further north to St Johns Road.
- Revise the note to read "School crossing and advance warning signs currently being installed by Maricopa County Department of Transportation".
- Check if there are already high visibility crosswalks in the area of the St Johns Road/51st Avenue intersection.

District 7

- Extend the paths on Baseline Road further west to 91st Avenue.
- Replace bus shelter signs with a uniform symbol.
- Remove existing infrastructure symbols if they are not included on the plan.

Mary described project prioritization criteria. There was a request that the prioritization be more quantitative. For example, rank the improvements numerically by how they address pedestrian safety. There was a comment



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that a combined project prioritization is needed for all Districts. There is a need for priorities based more closely on safety.

A brief overview of improvement funding sources was given. Comments were:

- The Tribal Transportation Program funding should reference the Tribal share rather than the nationwide apportionment. FHWA should be referenced for the funding contact rather than Bureau of Indian Affairs.
- Indian Block grants are other funding options; talk to the Gila River Indian Community Housing Department for more details about how certain things are funded.

3. AUGUST PUBLIC OUTREACH PLANS

Mary said that two open houses are planned in early August to present draft pedestrian safety improvement projects for review and comment. The meetings are planned at the District 3 Governance Center and the District 6 Boys and Girls Club. The open houses are planned the week of August 4th. (After the TAC meeting a date of August 5th was determined for the open houses). There was a comment that we need to be more specific to show that this is a vision, not a plan with a budget.

4. NEXT TAC MEETING DATE AND NEXT STEPS

Mary said that the next steps were:

- Finalize Working Paper 2 – end of July 2014
- Develop Draft Final Report – August / September 2014.
- Next TAC Meeting – October 17, 2014 at 9 a.m.

Gila River Indian Community Multimodal Pedestrian Safety Study

Technical Advisory Committee Meeting No. 3

Friday, June 20, 2014 at 9:00 AM

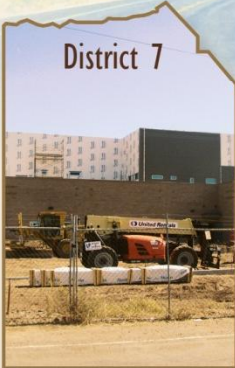
Sign-in Sheet

NAME	ORGANIZATION	EMAIL	TELEPHONE
Doug Hansen	Pinal County	doug.hansen@pinalcountyaz.gov	(520) 866-6407
Barney Bigman	GRIC LUPZ	Barney.Bigman@gric.nsn.us	602 520 562-6003 520 562-6003
Marie Poppe	ADOT - Phx District	mpoppe@azdot.gov	602 359-2277 602 359-2277
Sasha Pachito	GRICDOT	sasha.pachito@gnz.nsn.us	562-6306
Pam Vega	GRIC-DPW	pam.m.vega@gric.nsn.us	562 3343 ext 1250
Alice Chen	MAG	achen@azmag.gov	602 452-3521
Misty Klann	ADOT MPD	mklann@azdot.gov	602-712-7029
Tim Oliver	DOT	Timothy.Oliver@gric.nsn.us	520-562-6301



Multimodal PEDESTRIAN SAFETY STUDY FOR THE **Gila River** Indian Community

District 7



Prepared for

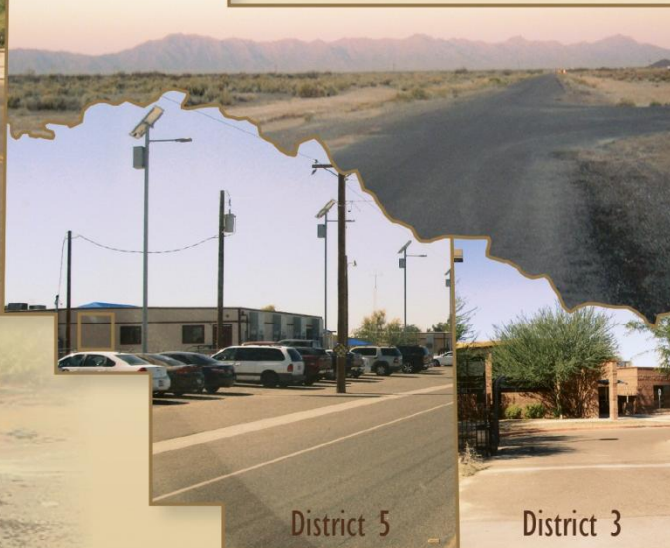


ADOT



District 6


District 4



District 5

District 3

**TAC Meeting 3
June 20, 2014**

 **Kimley-Horn
and Associates, Inc.**

District 2

District 1



Task Assignment: MPD 008-14



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TASK ASSIGNMENT:
MPD 008-14

Agenda

- Welcome and Introductions
- Draft Working Paper 2 Overview
- August Public Outreach
- TAC Member Comments
- Next TAC Meeting and Next Steps



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TASK ASSIGNMENT:
MPD 008-14

Review of the Working Paper 2

- Link to report e-mailed after meeting
- Binder copies today
- Please provide any comments by July 11th
- Project website:
 - ▶ <http://www.azdot.gov/gricmpss>





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TASK ASSIGNMENT:
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Working Paper 2 Overview

- Organized by District
- Key topic areas include:
 - ▶ Overview – how projects were developed
 - ▶ Design standards and types of facilities
 - ▶ District by District improvements
 - ▲ Needs
 - ▲ Projects
 - ▲ Priorities
- Combined priorities for all districts
- Discussion of a Rails to Trails project using an abandoned rail track
- Potential funding sources



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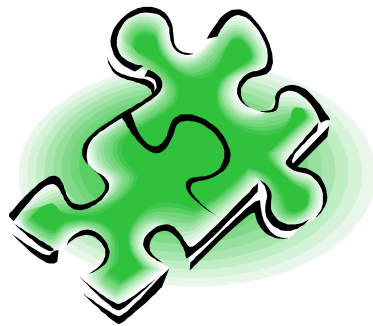
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How Projects Were Developed

❖ Key inputs:

- ↪ Extensive outreach effort
- ↪ Characteristics of the roads and areas
- ↪ Vehicle and pedestrian count data
- ↪ Crash data
- ↪ Review of existing plans and studies
- ↪ Field reviews



AASHTO Guide for Planning, Design, and Operation of Pedestrian Facilities, there is a section on rural considerations, which states in part,
*“While pedestrian activity tends to be limited because of longer travel distances, **occasional pedestrian activity will occur and should be accommodated**. Even on roadways in completely undeveloped areas that are not intended as pedestrian routes, **it is desirable to provide space for walking adjacent to the traveled way for occasional or emergency pedestrian use**”.*



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How Projects were Developed

- Typical cross sections developed considering:
 - ▶ available right-of-way
 - ▶ Pedestrian counts
 - ▶ drainage facilities
 - ▶ functional classification
 - ▶ average daily traffic volumes

Street Name	From	To	Owner-ship	Classifi-cation	Speed limit (mph)	ROW width in feet	Shoulders	Street Width (edge of pavement to edge of	Drainage	Traffic Volume (vehicles per day)	2014 Traffic Volumes (vehicles)	Crossection Number - Draft Recommendation
District 1												
Blackwater School Rd (BIA Rte 104)	Lateral Rd	Quail Rd	BIA	Rural major collector	35	80	yes-6' each side	36	Minor ditches on both sides	1200 (2011)	1300	3
Toki Road (BIA Rte 177)	Squawbush Rd	Ke'li Akimel Ball Park Blackwater School Rd	BIA	Rural local road	35	80	shoulder south of Blackwater School Road. North	28	Minor ditch on west side	318 (2003)	400	3
Firestation Road (Rte 270)	Squawbush Rd		BIA	Residenti al	25	50	no	24	No ditches on either side	low	low	4
Squawbush Rd (Rte 106)	Toki Rd	Quail Rd	BIA	Rural local road	35	0	no	27	minor ditches on both sides	219 (2003)	300	1



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Design Standards

- Pedestrian facilities must be ADA compliant.
- Developed cost for three options:
 - ▶ stabilized decomposed granite
 - ▶ asphalt
 - ▶ concrete
- Assumed solar lighting





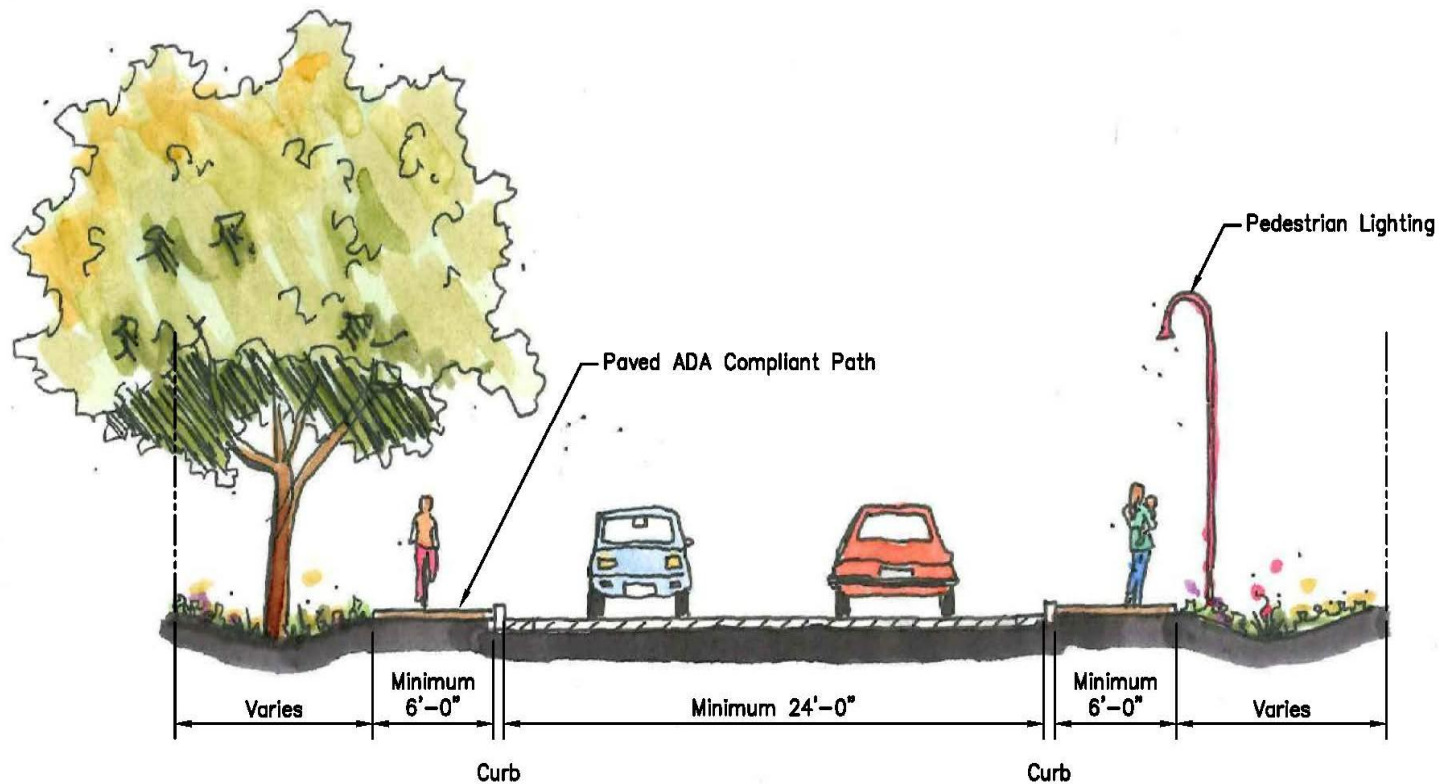
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SECTION 1 – CURBED SECTION WITH 6-FOOT PAVED ADA COMPLIANT PATHS





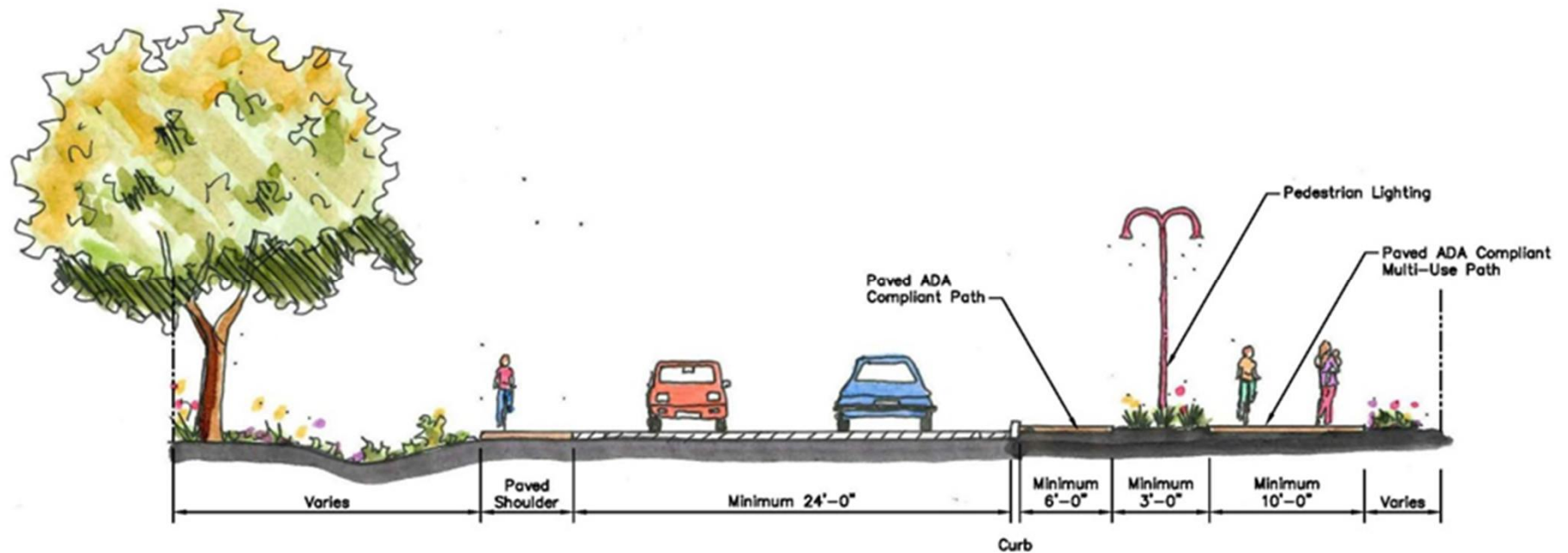
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SECTION 2 – PAVED ADA COMPLIANT SEPARATED MULTI-USE PATH ON ONE SIDE





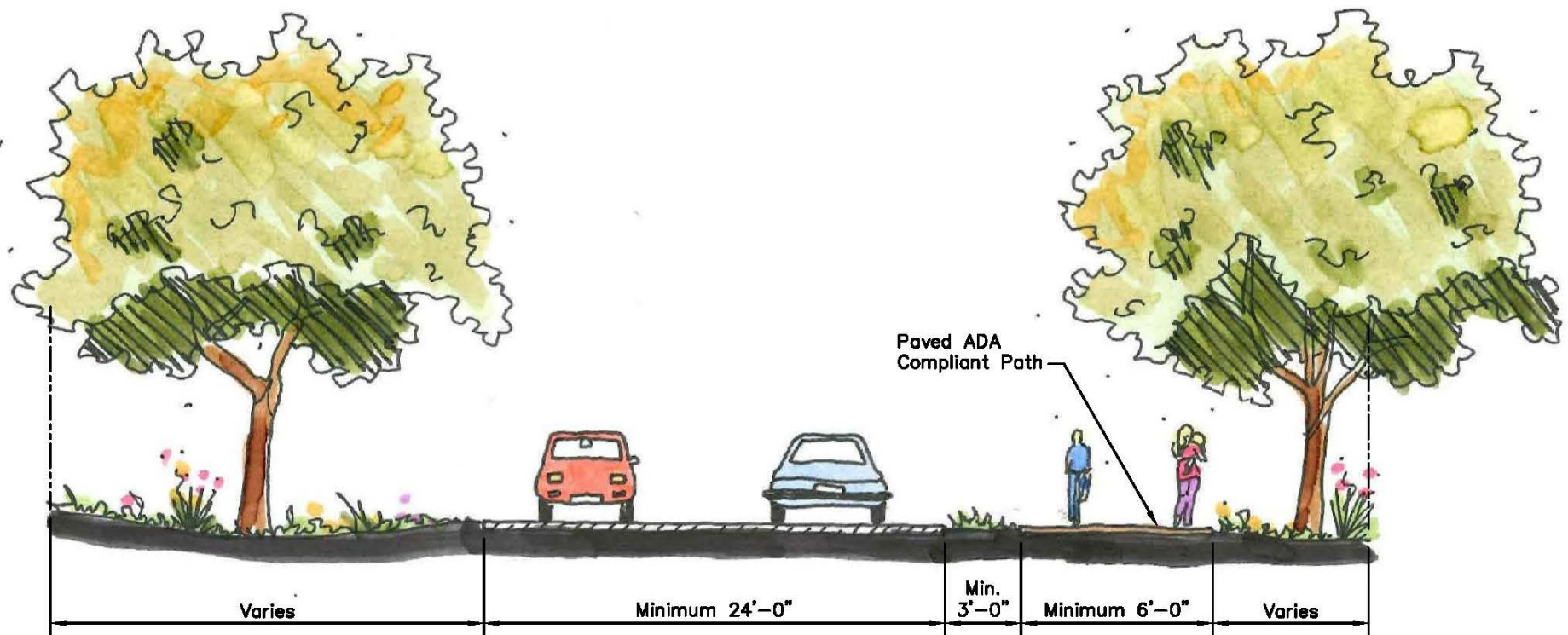
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SECTION 3 – PAVED ADA COMPLIANT PATH ON ONE SIDE OF STREET





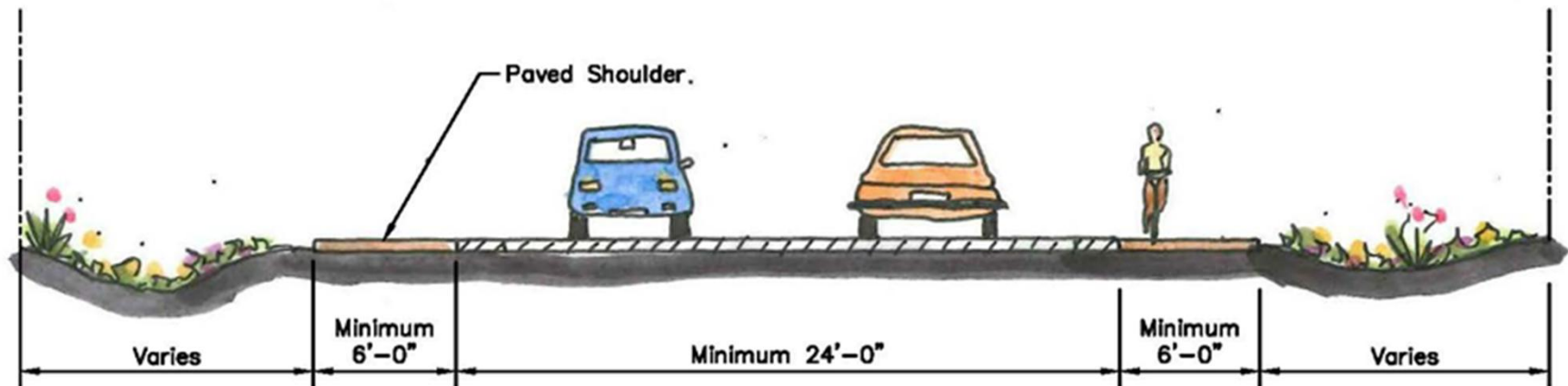
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SECTION 4 – ADDITION OF 6-FOOT SHOULDERS





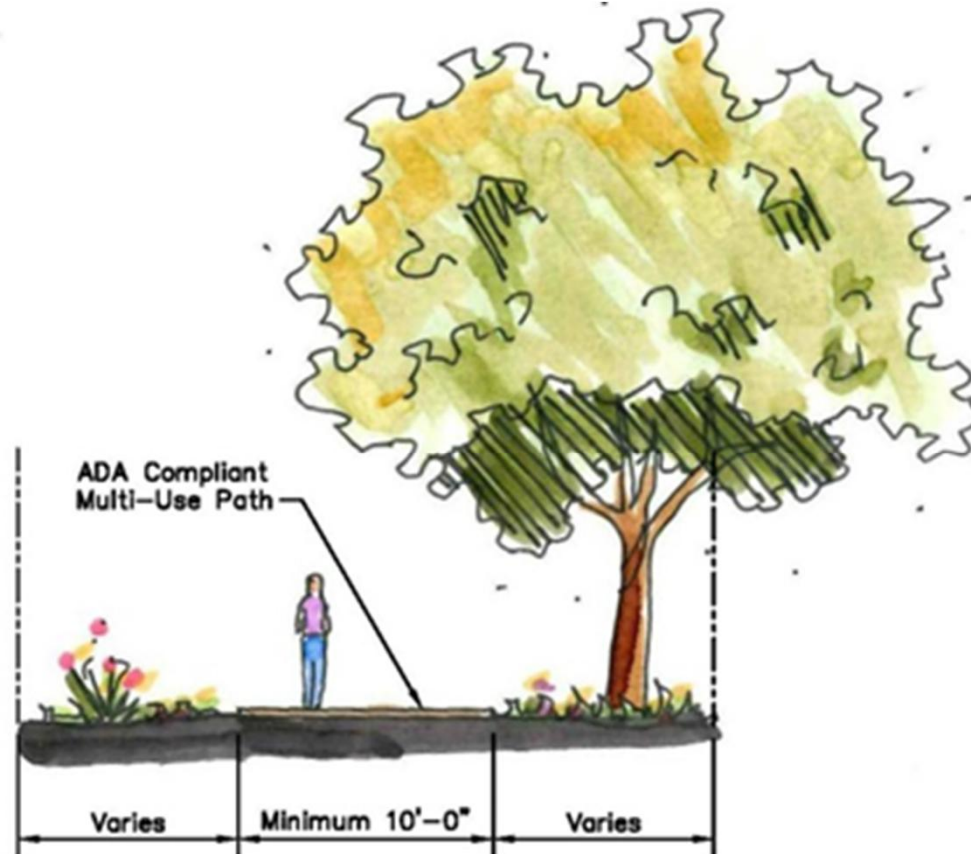
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SECTION 5 – TRAIL SECTION





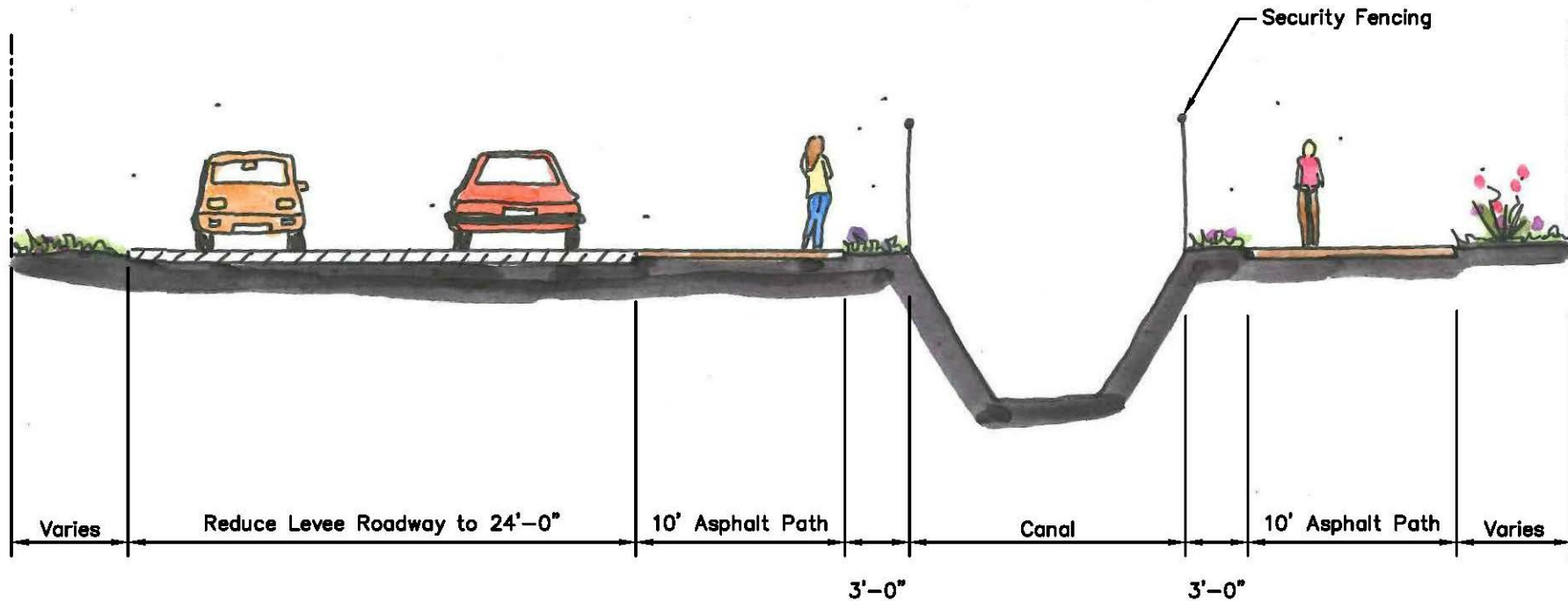
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SECTION 6 – CANAL PATHWAY





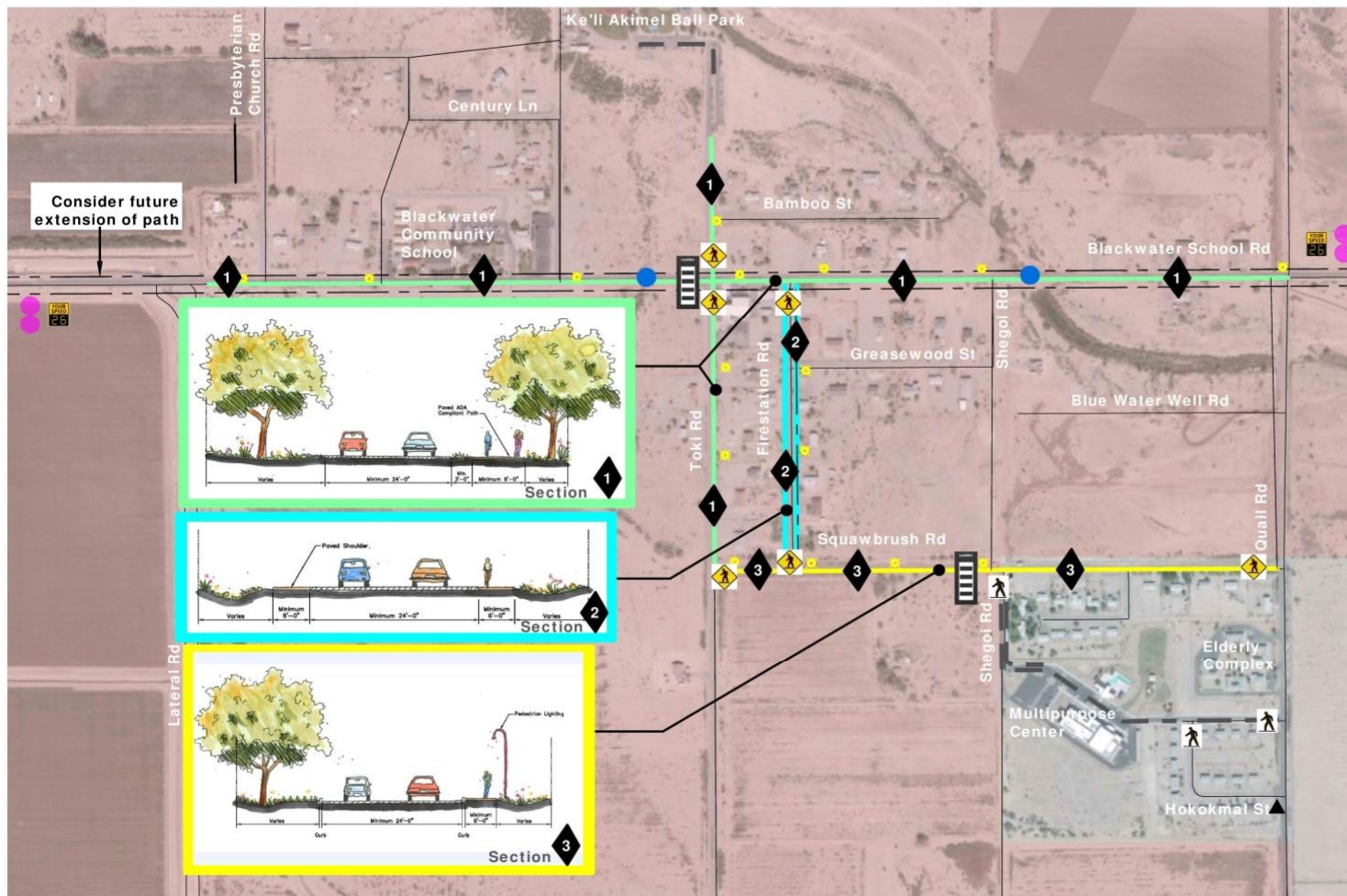
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District 1 Pedestrian Improvements



LEGEND

Existing Infrastructure

- Sidewalk
- Crosswalk Locations
- Street Lighting
- - - Existing Right of Way
- GRIC Allotments

Recommended Pedestrian Safety Improvements

- Install Gateway Signage
- Install Street Lighting
- Install High Visibility Crosswalk Striping and Advance Warning Signs
- Extend Culvert
- Install Speed Monitors
- Install Standard Crosswalk Striping



Note: Symbols are schematic only (not to scale)



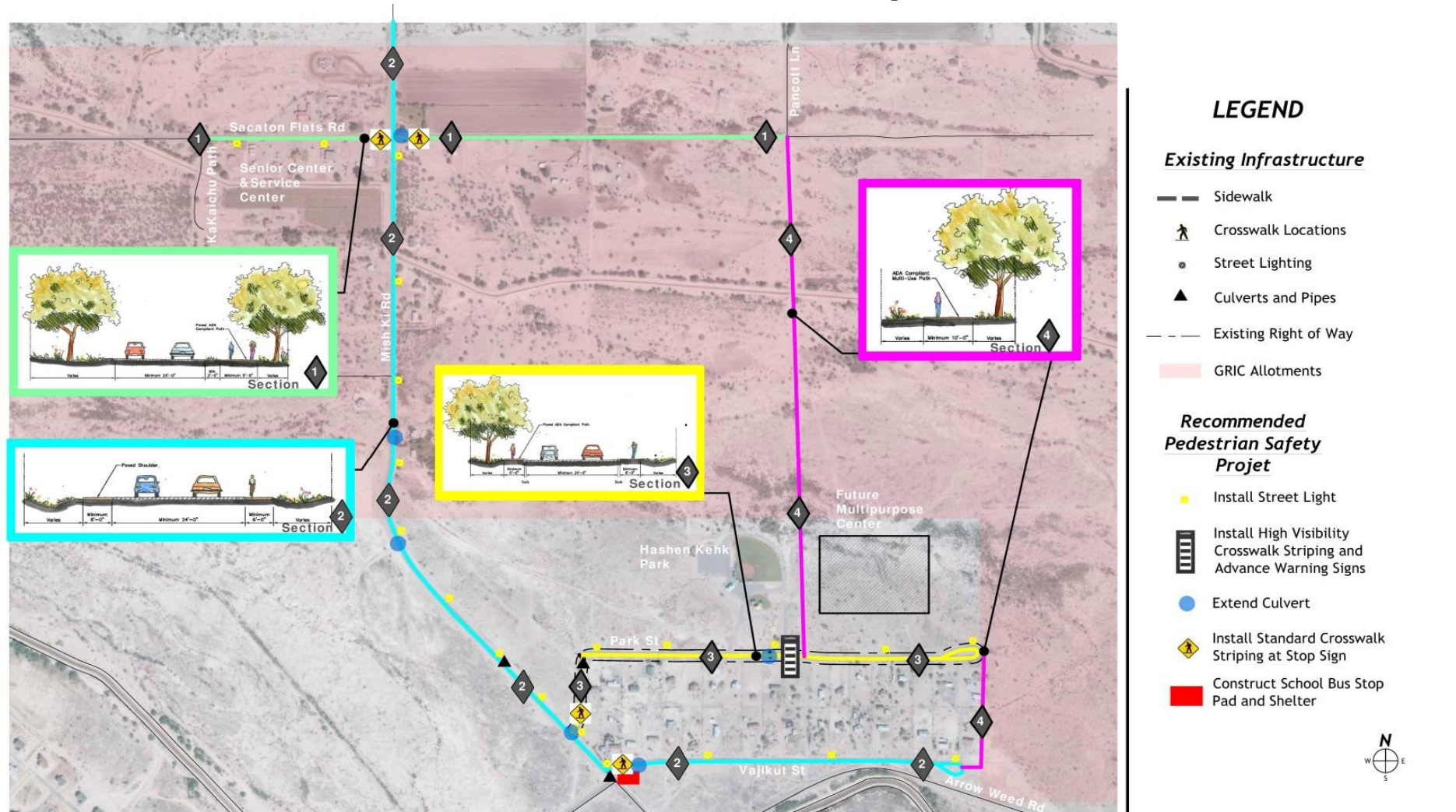
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District 2 - Pedestrian Improvements





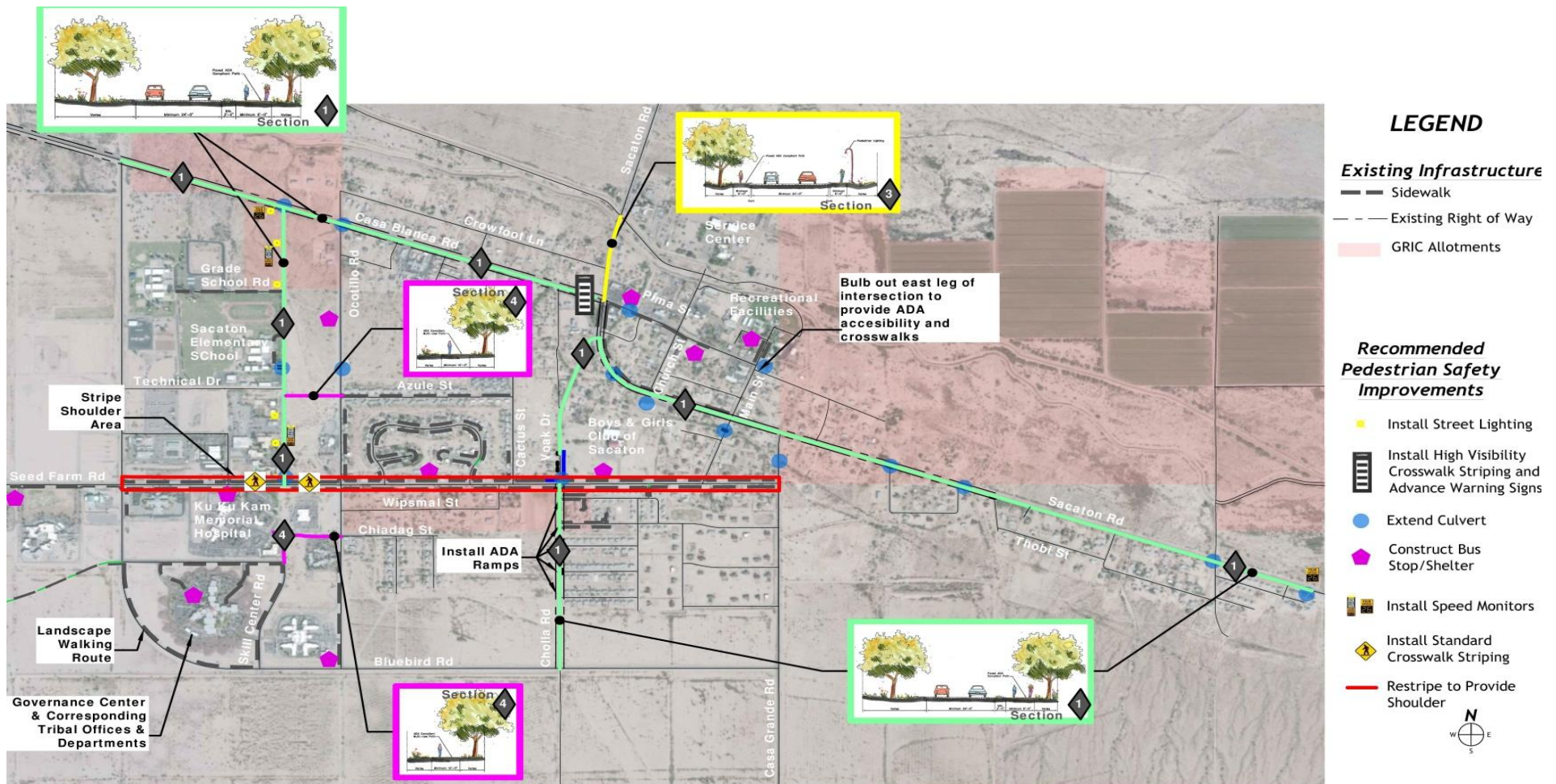
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District 3 Pedestrian Improvements



Note: Symbols are schematic only (not to scale)



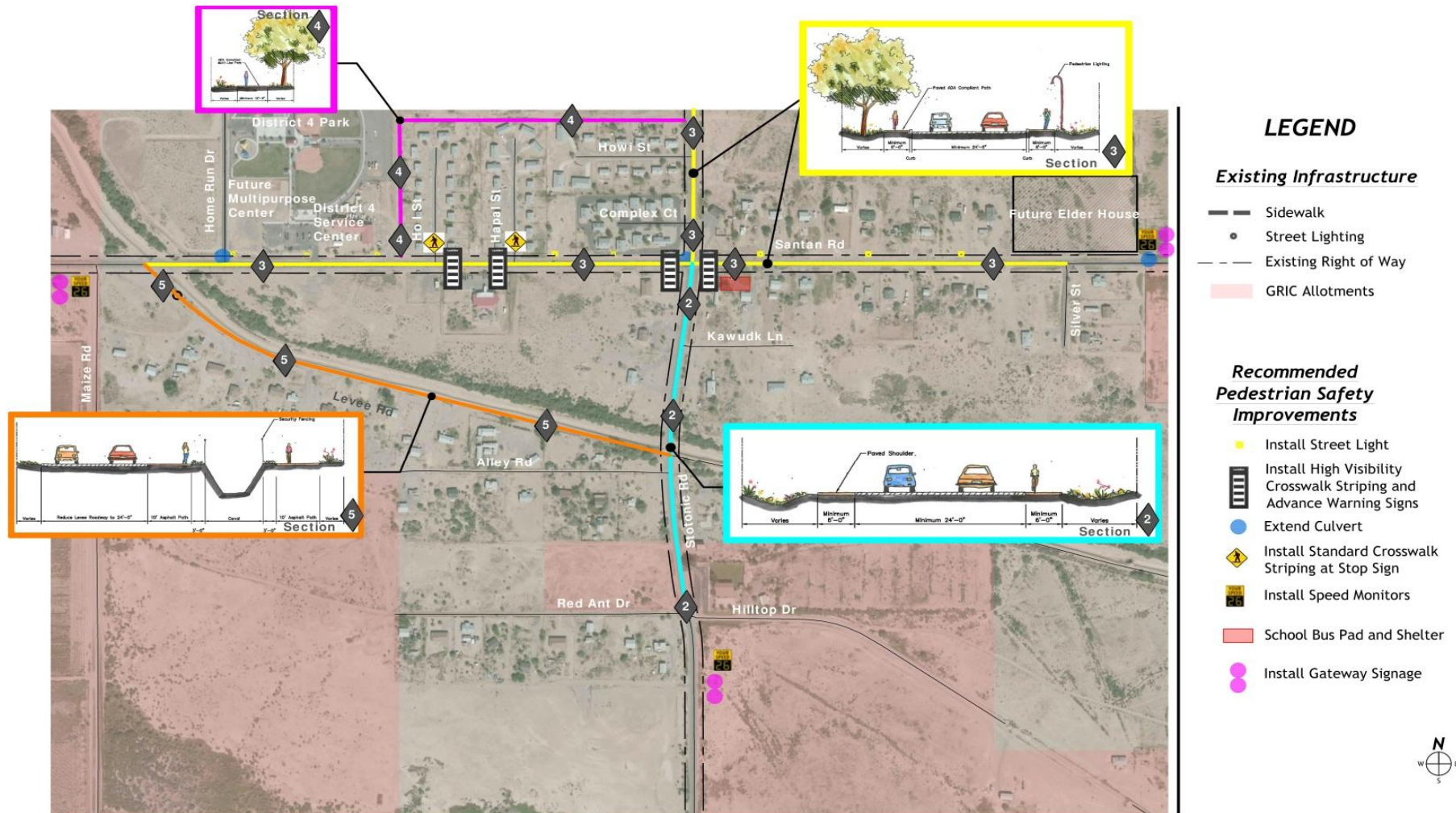
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District 4 Pedestrian Improvements





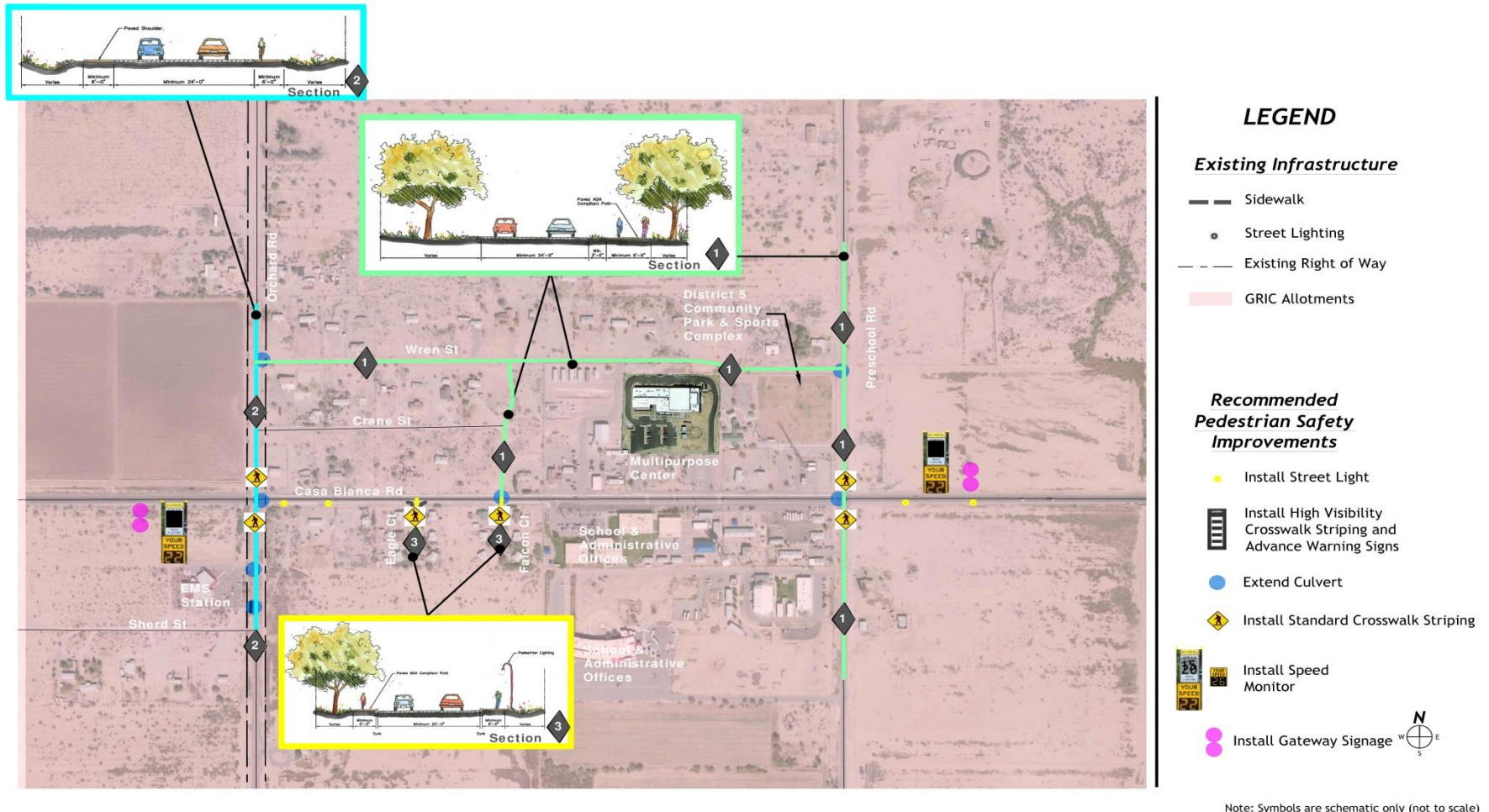
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District 5 Pedestrian Improvements





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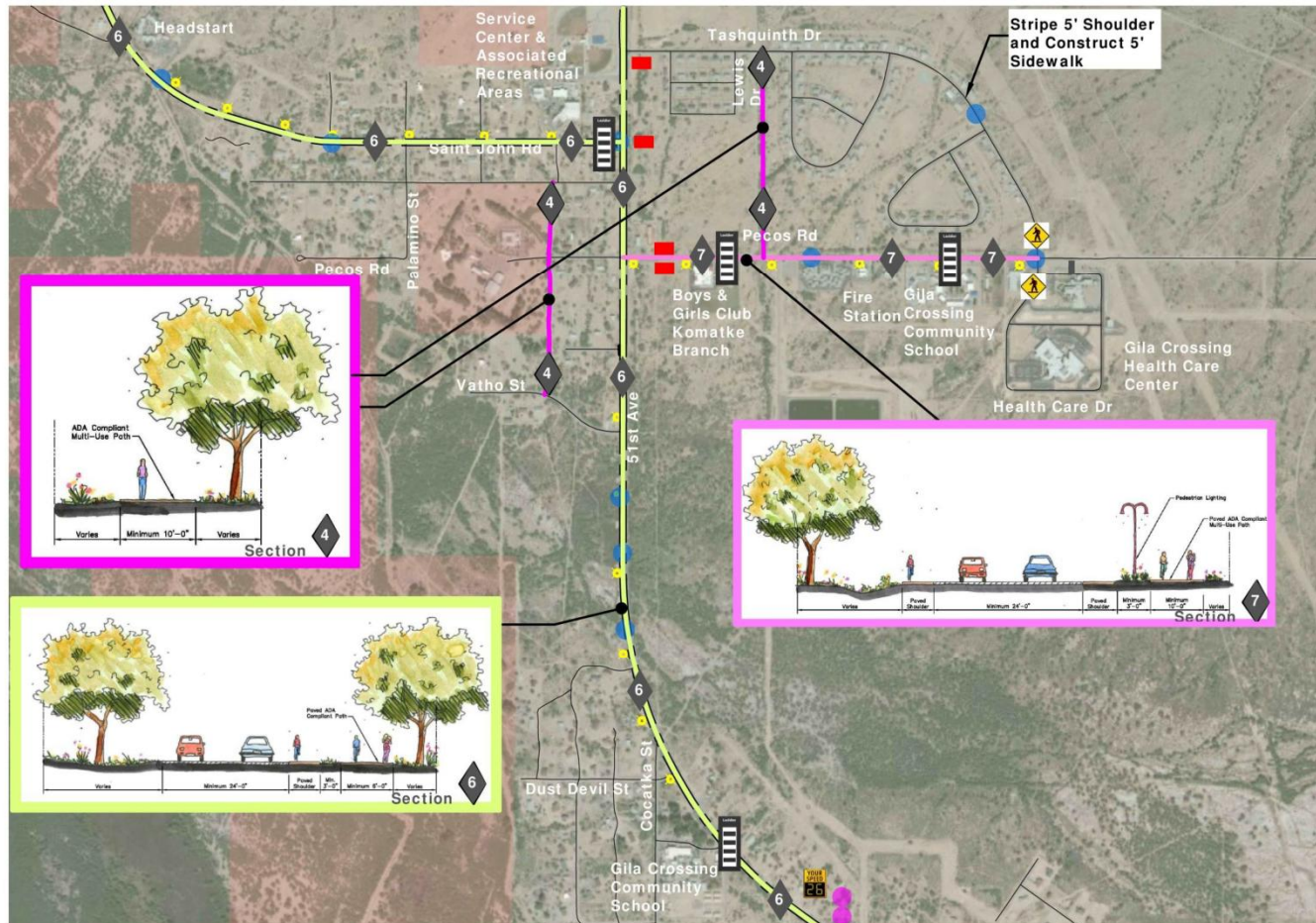
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District 6 Pedestrian Improvements

NOTE:
Bus Pullouts Planned
by Maricopa County



LEGEND

Existing Infrastructure

- Sidewalk
- Street Lighting
- Existing Right of Way
- GRIC Allotments

Recommended Pedestrian Safety Improvement

- Install Street Lighting
- Install High Visibility Crosswalk Striping and Advance Warning Signs
- New or Improved Culvert
- Construct Bus Pad and Shelter
- Install Standard Cross Walk Striping at Stop Signs
- Install Speed Monitors
- Install Gateway Signage



Note: Symbols are schematic only (not to scale)



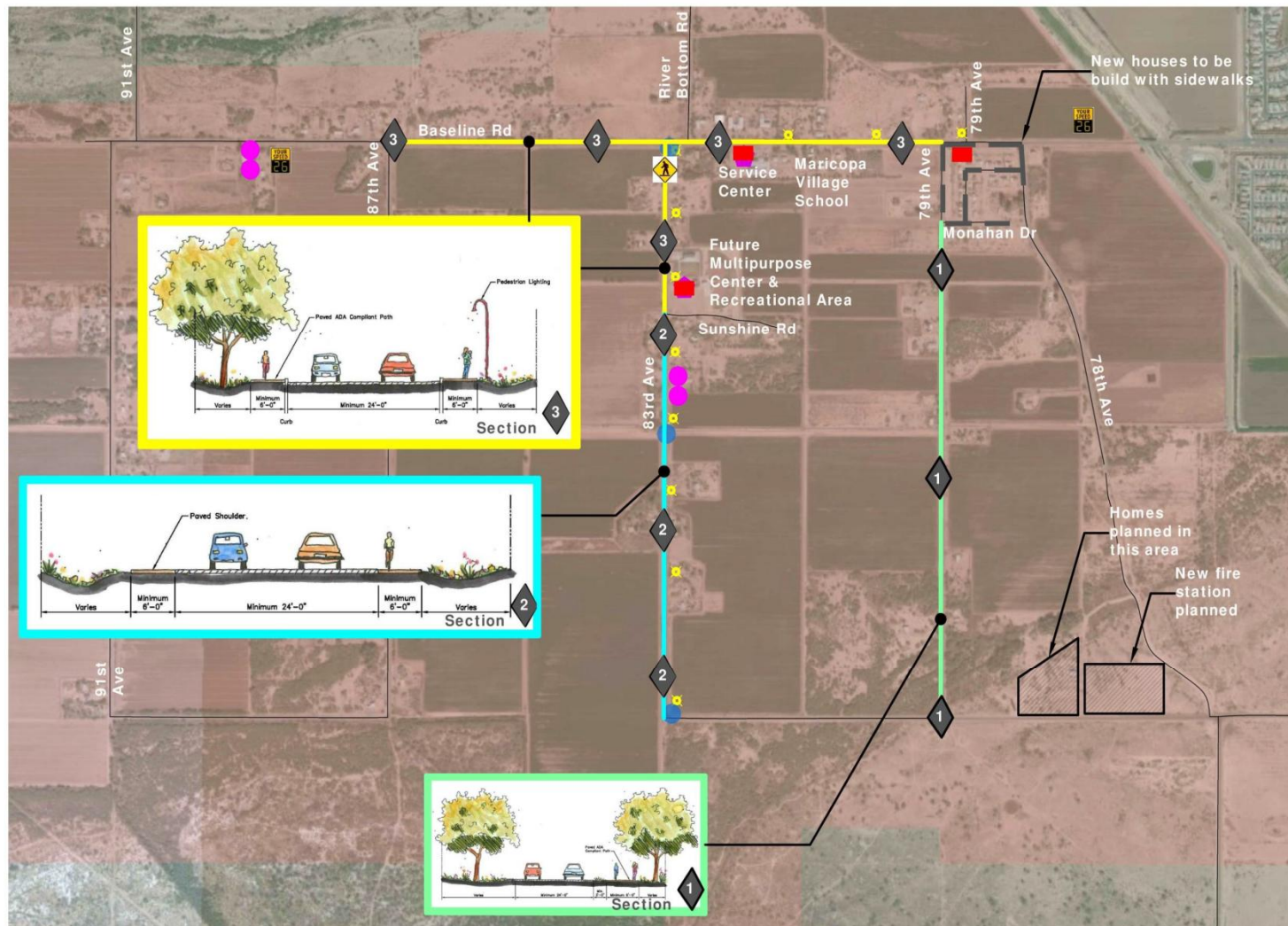
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District 7 Pedestrian Improvements



LEGEND

Existing Infrastructure

- Sidewalk
- Crosswalk Locations
- Street Lighting
- Existing Right of Way
- GRIC Allotments

Recommended Pedestrian Safety Improvements

- Install Street Lighting
- Install High Visibility Crosswalk Striping with Advance Warning Signs
- Extend Culvert
- Construct Transit Shelter
- Install Speed Monitor
- Construct Bus Pad and Shelter
- Install Gateway Signage



Note: Symbols are schematic only (not to scale)



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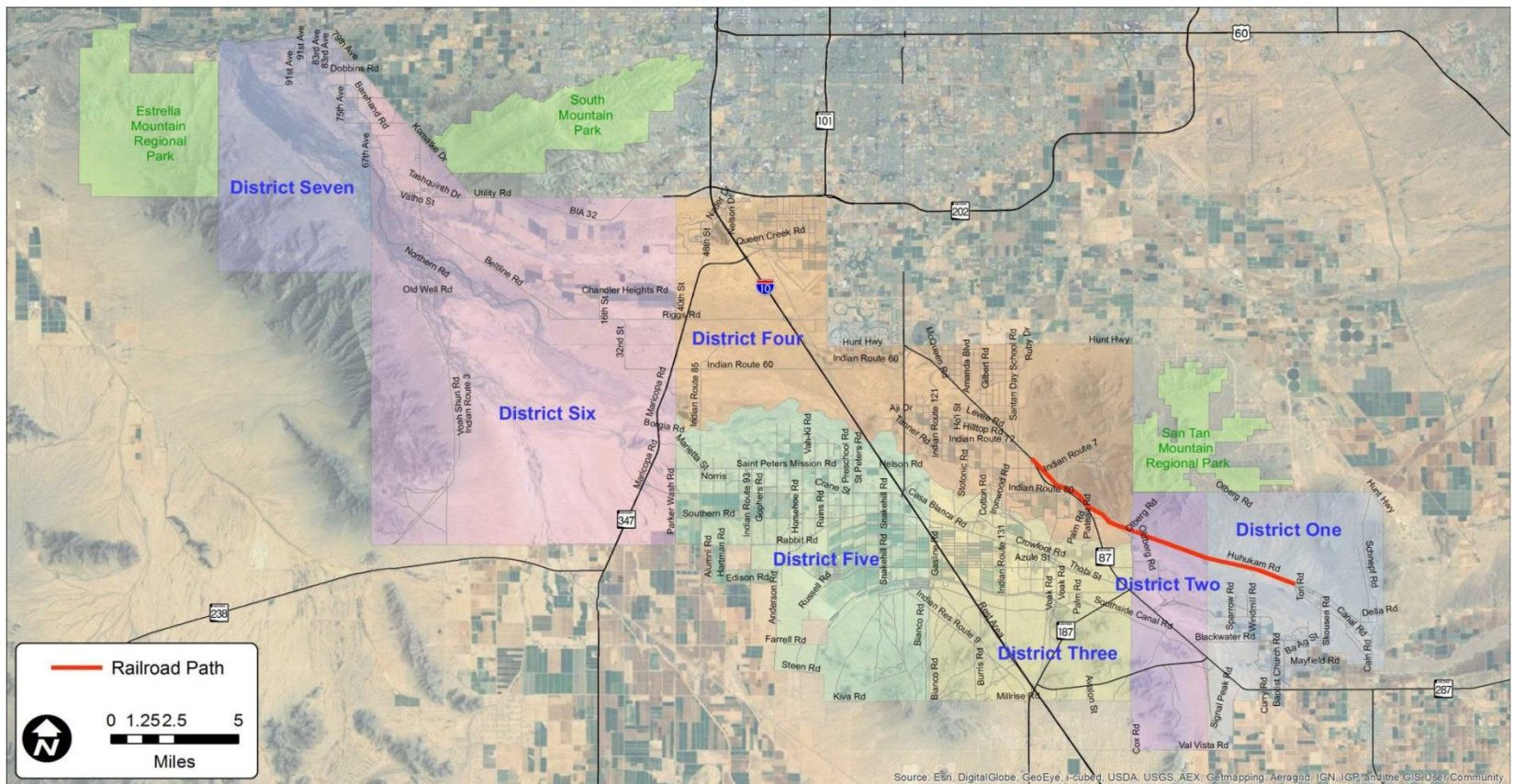
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Regional Railroad Path

- Potential trail on abandoned Union Pacific rail track
- Long range project





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Project Prioritization Criteria

► Does the project:

- Address recommendations from the District Master Plan?
- Create a more comfortable, safe environment for pedestrians or bicyclists?
- Improve drainage?
- Improve safety for pedestrians?
- Improve health and wellness?
- Improve activity center connections?
- Improve multimodal connections?

► Other criteria:

- Project cost (2014 dollars)
- Complexity of design



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Key Project Funding Sources

- Tribal Transportation Program Funding
- Transportation Alternatives Program
- Other sources include Indian Community Block Grant funding, Energy Efficiency Block Grant funding, Tribal Safety Program, District Funding, Highway Safety Improvement Funds

PROGRAM	ADMINISTERING AGENCY	USE OF FUNDS	FUNDING LEVEL	PROGRAM DETAILS	APPLICATION DEADLINE	CONTACT
Tribal Transportation Program	BIA-DOT Western Regional Office	The Tribal Transportation Program provides \$450 million annually for projects that improve access to and within Tribal lands. This program generally continues the existing Indian Reservation Roads program, while adding new set asides for tribal bridge projects (in lieu of the existing Indian Reservation Road Bridge program) and tribal safety projects. It continues to provide set asides for program management and oversight and tribal transportation planning. A new statutory formula for distributing funds among tribes, based on tribal population, road mileage, and average funding under SAFETEA-LU, plus an equity provision, is to be phased in over a 4 year period.	Varies for each tribe based on population and mileage.	Funds are allocated to BIA Regional Office on a formula basis	TTIP has to be submitted to FHWA by Aug	Bob Maxwell, Regional Roads Planner BIA Western Regional Office BIA Division of Transportation 400 N. 5th Street Two Arizona Center, 12th Floor Phoenix, AZ 85004 Phone: (602) 379-6782 Fax: (602) 379-3837 Email: Bob.Maxwell@bia.gov
Transportation Alternatives Program – Safe Routes to School	ADOT and Maricopa Association of Governments	Under MAP-21 provisions, the Safe Routes to School (SRTS), Transportation Enhancement (TE) and Recreational Trails will be funded under this program.	To be determined	The Program provides funds to the States (and under MAP-21 to Regional Planning Organizations) to substantially improve the ability of primary and middle school students to walk and bicycle to school safely. The purposes of the program are: 1. to enable and encourage children, including those with disabilities, to walk and bicycle to school	September of each year	Brian Fellows, Safe Routes to School Coordinator Arizona Department of Transportation 206 South 17 th Avenue, MD 310B Phoenix, AZ 85007 Phone: 602-712-8010 Email: bfellows@azdot.gov



August, 2014 Public Outreach



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Open House 2 – Tentative Display Boards

- Welcome
- Study Purpose
- How Needs were Identified
- Proposed Improvements by Districts
- Project Schedule
- Please fill out a comment form



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Study Purpose

- Evaluate pedestrian safety needs on the Gila River Indian Reservation.
- Identify a recommended program of corridor enhancements to address the identified needs. Projects can include sidewalks/shared use paths, bus stops/turnouts, culvert replacements and new culverts, and other infrastructure to support the Community's long term goals.
- Develop planning-level cost estimates for each proposed enhancement and help identify potential funding sources.



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Questions or Comments?





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Next Steps

- Finalize Working Paper 2 – end of July
- Prepare Draft Final Report –August / September
- Next TAC meeting – October

Schedule

Work Tasks	MONTHS											
	2013	2014										
	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV
Refine the Work Plan			1									
Working Paper 1 — Current and Future Conditions							2					
» Field Review Walkabouts		✓										
First Phase of Public Involvement and Summary Report 1						3						
Working Paper 2 — Develop Evaluation Criteria and a Plan of Improvements								4				
Second Phase of Public Involvement and Summary Report 2										5		
Draft Final Report											6	
Final Report												7
Technical Advisory Committee Meetings		✓		✓			✓				✓	
Public Meetings (see note below)				1					2			

Note: Schedule for the public involvement activities (e.g., Public Involvement Plan, Summary Reports, and public open houses) will be determined in collaboration with ADOT Communications.

- | | |
|--|--|
| 1. Project Work Plan | 5. Draft and Final Summary Report 2 (by ADOT Communications) |
| 2. Draft and Final Working Paper 1 | 6. Draft Final Report |
| 3. Draft and Final Summary Report 1 (by ADOT Communications) | 7. Final Report |
| 4. Draft and Final Working Paper 2 | |

DELIVERABLES